NEWS RELEASE

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AS KELLOGG CREEK RESTORATION & COMMUNITY ENHANCEMENT PROJECT MOVES FORWARD, SEDIMENT SAMPLING BEGINS

Visitors to Milwaukie's Kronberg Park, cyclists along the Trolley Trail connection across Kellogg Creek, and visitors to downtown Milwaukie may notice something unusual in June – early July: a crane lowering a 40' long boat into the Kellogg Creek impoundment behind Kellogg Dam. The crane and the boat are part of the crucial next step of restoring a free-flowing Kellogg Creek: testing the depth and content of the sediment behind the dam. This will provide critical information needed to design the restored stream channel.

The boat, operated by the survey company GRI, will be using a 20-foot deep, 3-inch - diameter core to collect samples for analysis. Samples will be taken in several locations in the impoundment. They will measure sediment depth, geotechnical makeup, and assess any contamination. The testing will also evaluate where any contaminants are located in the sediment strata, so that the stream channel design can be sure any historical contaminants are accounted for in the future design of the restored stream.

"Sediment has been building up behind Kellogg Dam since it was built in the 1850s, which is why the Kellogg impoundment is so shallow and mucky," says Neil Schulman, the Executive Director of the North Clackamas Watersheds Council based in Milwaukie. "The natural gravel

and cobble that support salmon, steelhead, and trout are buried. We need this info before we can do more design work."

The geotechnical information about the natural riverbed will also be essential to how the restored stream is designed in a City Center. Because Kellogg Creek flows through downtown Milwaukie, the new stream will have to pass through infrastructure such as the pedestrian and light rail bridge, under the railroad trestle, and then under Highway 99E. "Removing a dam, building a new bridge, and restoring 15 miles of habitat for threatened fish through a City Center is an extremely complicated effort," says Rian Windsheimer, ODOT's Regional Manageer. "But with the right partners, and being as fortunate as we have to receive these federal funds, we have the opportunity to delvier a win-wind for the environment, for the highway, for fish, and for the people of Oregon."

The information on sediment contamination, and where it is located vertically in the sediment bed that's accumulated over 165 years, will also be a key factor. Depending on the type, depth, and concentrations of what's found, the channel could be kept vertically away from that level, or it could be capped, or moved outside of the floodplain as was the case in the design of Rinearson Natural Area in 2017. "Most urban streams have some level of contaminants in them, from the centuries of human use. Upper Kellogg Creek was farmed long ago, and in the past chemicals like DDT were used to kill insects. Many of those chemicals found their way into streams and eventually into the Willamette River, which also has some levels of the same chemicals. The sediment testing will help us come up with a design that not only meets regulatory requirements, but also allows us to design a healthy stream with the most benefit for fish, wildlife, and people," says April McEwen, Project Manager for American Rivers. "Obviously, we won't expose anyone - fish, wildlife, or people – to anything unsafe. Much modern environmental restoration is about how we turn areas that have been historically abused into assets for the community." For instance, Milwaukie's Kronberg Park used to be a landfill.

The sediment management approach will need to be approved by the Portland Sediment Evaluation Team (PSET), made of the Army Corps of Engineers, the Oregon Dept. of Environmental Quality. Environmental Protection Agency (EPA), National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife (USFWS). The Leadership Team for the Kellogg Project has been meeting with the PSET to plan this testing.

The Kellogg Creek Restoration and Community Enhancement Project will restore fish passage into Kellogg Creek at Kellogg Dam, address the earthquake-vulnerable highway 99E Bridge, and restore Kellogg Creek through the 14-acre impoundment behind the dam. The Project, which is a collaborative effort by American Rivers, the Milwaukie-based North Clackamas Watersheds Council, the City of Milwaukie, and the Oregon Department of Transportation (ODOT), has received a $15 million, 3-year grant from NOAA Fisheries with funding from the Infrastructure Investment and Jobs Act. When completed, the Project will

provide multiple benefits: restoring salmon and steelhead access to 15 miles of habitat in the Kellogg-Mt. Scott watershed; creating vital rearing habitat for Willamette Basin juvenile salmon and steelhead; transforming the shallow water impoundment behind the dam into a new 14-acre natural area with a restored stream and floodplain. The project will also replace the Highway 99E Bridge, creating a new multi-modal bridge that meets ODOT seismic standards.

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